

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

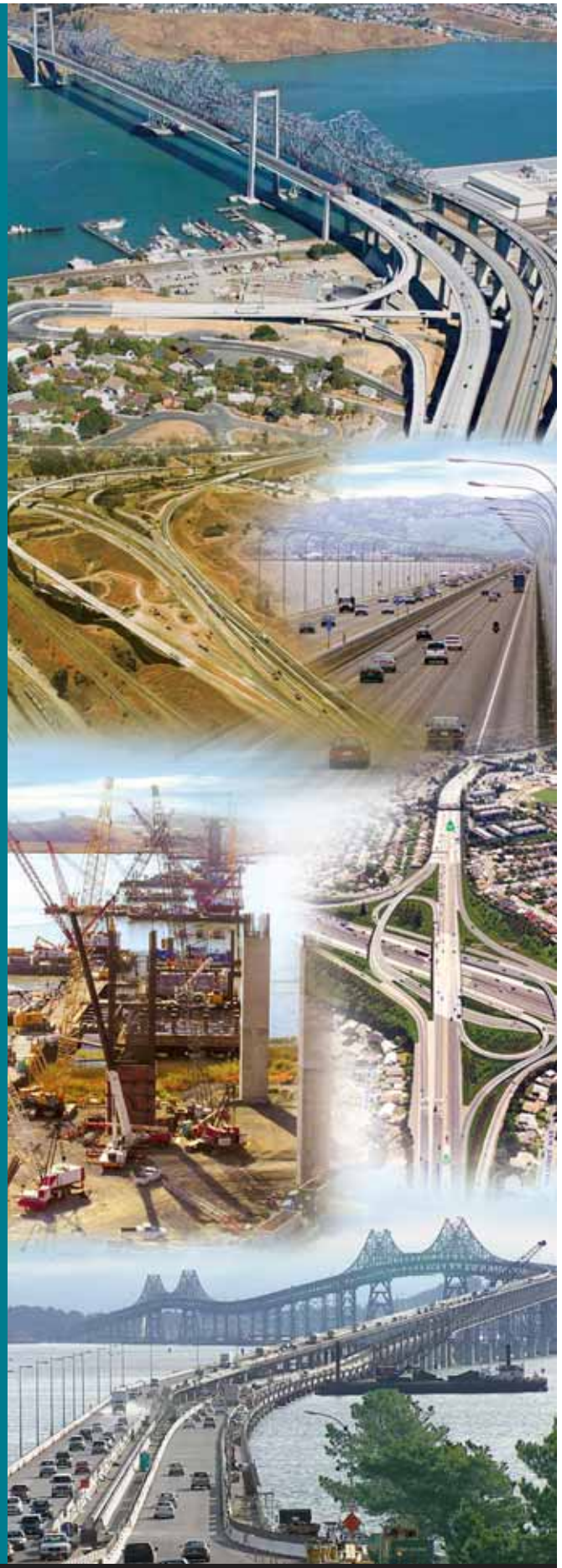
JUNE 2005 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released July 2005



Bay Area Toll Authority/Metropolitan Transportation Commission

Commission Roster

Steve Kinsey, MTC Chair
Marin County and Cities

Jon Rubin, MTC Vice Chair
San Francisco Mayor's Appointee

Tom Ammiano
City and County of San Francisco

Irma L. Anderson
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing and
Urban Development

James T. Beall Jr.
Santa Clara County

Bob Blanchard
Sonoma County and Cities

Mark DeSaulnier
Contra Costa County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Scott Haggerty
Alameda County

Anne Halsted
San Francisco Bay Conservation and
Development Commission

Sue Lempert
Cities of San Mateo County

John McLemore
Cities of Santa Clara County

Michael Nevin
San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Pamela Torliatt
Association of Bay Area Governments

Shelia Young
Cities of Alameda County

Management Staff

Executive Director
Steve Heminger

Deputy Director, Operations
Ann Flemer

Deputy Director, Policy
Therese McMillan

General Counsel
Francis Chin

Manager of Finance
Brian Mayhew

*Manager of Bridge
and Highway Operations*
Rod McMillan

For additional information, please contact:

Peter Lee, Program Manager, RM-1
(510) 817-3206
plee@mtc.ca.gov

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

JUNE 2005 PROGRESS REPORT



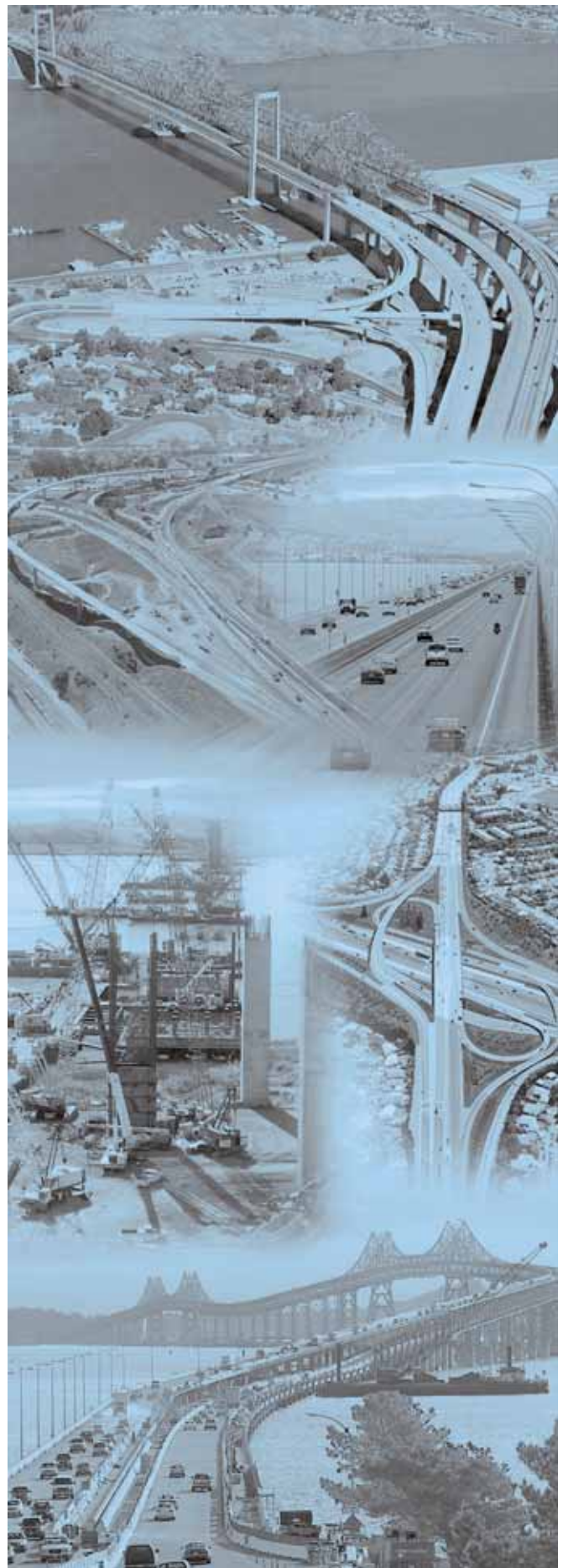
Prepared for
Metropolitan Transportation
Commission

Bay Area Toll Authority

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
Tel: 510-464-7700
TDD/TTY: 510-464-7769
Fax: 510-464-7848
E-mail: info@mtc.ca.gov
Web: www.mtc.ca.gov



Prepared by
Bechtel Infrastructure Corporation



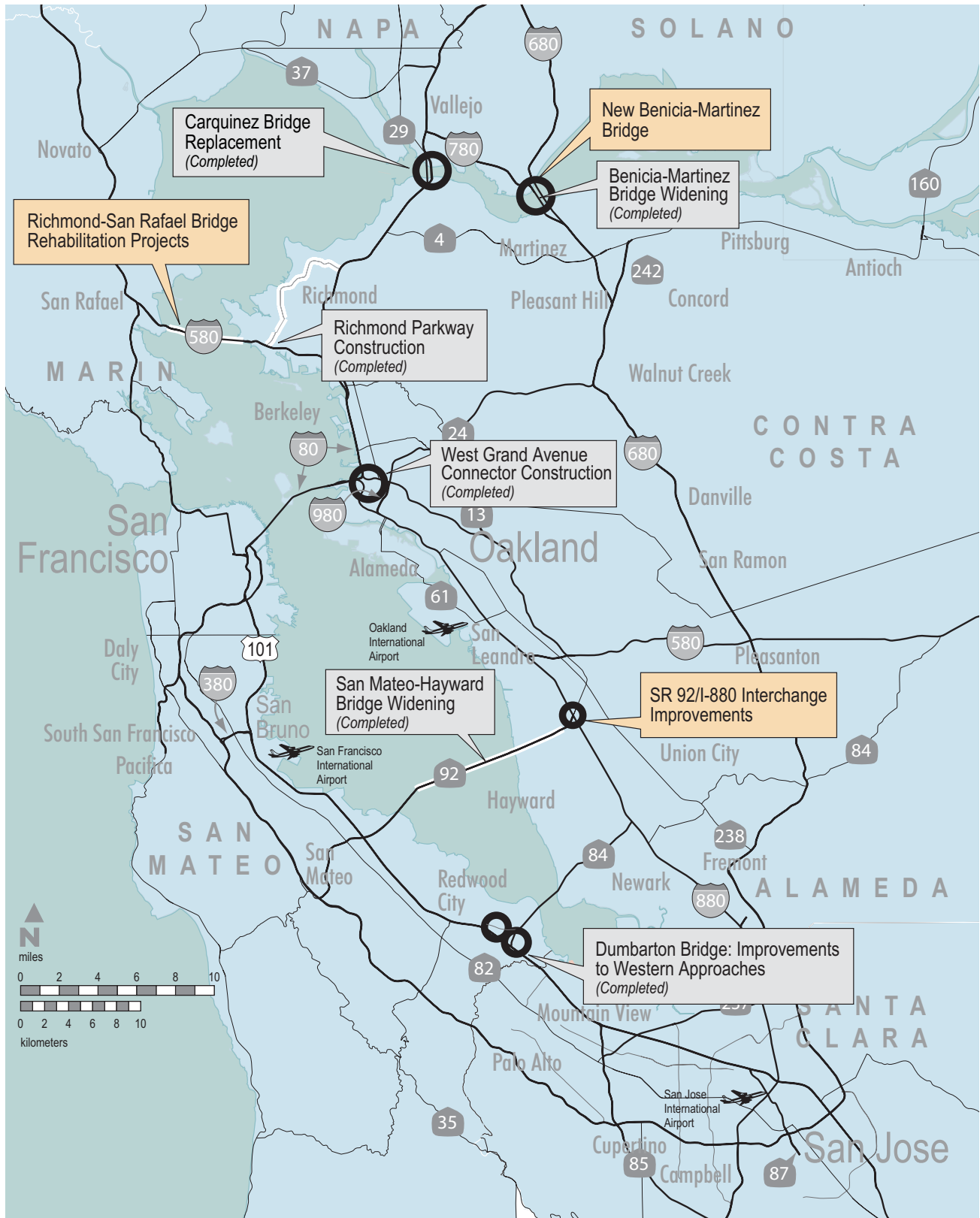
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

TABLE OF CONTENTS

Regional Measure 1 Toll Bridge Program	1
Executive Summary - Status of Regional Measure 1 Projects, and Key Issues and Developments	
Northern Bridge Group	2
Southern Bridge Group	4
Cost Status Summary	6
Schedule Status Summary	7
Northern Bridge Group	
New Benicia-Martinez Bridge	8
Carquinez Bridge Replacement	10
Richmond-San Rafael Bridge Rehabilitation	12
Southern Bridge Group	
San Mateo-Hayward Bridge Widening	14
I-880/SR-92 Interchange Improvement	16
Dumbarton Bridge West Approach Projects	18
Appendices	
Appendix A: Project Budget Adjustments	A-1
Appendix B: Current Approved Contract Change Orders (CCOs)	B-1
Appendix C: Project Cost Summary Details	C-1
Appendix D: Construction Photos	D-1
Appendix E: Construction Progress	E-1

REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (completed)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening (completed).

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
Benicia-Martinez Bridge		
Carquinez Bridge		
Richmond-San Rafael Bridge Rehabilitation		

Legend:







-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
 For Cost: Project (BATA) contingency use may be required
 For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
 For Cost: Project budget change may be required
 For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- As previously reported, cost increases have been identified on the project for technical and delay issues on the foundations and superstructure, interface and delay issues with contiguous contracts, escalation associated with the delays, and Caltrans support. The current estimated cost at completion for the Benicia-Martinez project exceeds the current budget by \$133 million. BATA approved an allocation of \$36.3 million from the project contingency in April to advance the project. BATA and Caltrans are evaluating means to fund the cost issues on the project and to seek other non-toll funding for the project.
 - On the new bridge contract, superstructure construction continues at pier 5 on the south shore, and footing, column, pier table and superstructure construction continue at the twelve piers (6 through 17) in the strait. In the strait, ten pier footings are complete and two are under construction. Six pier columns are complete and four are under construction. Three pier tables are complete and two are under construction. The fourth and final set of travelers has been installed at pier 13. Superstructure segments are being cast at piers 5, 8, 9 and 13. To date, 61 (18%) of the 344 bridge segments have been cast.
 - On the I-680/I-780 interchange contract, the southbound I-680 to westbound I-780 roadway, the eastbound I-780 to northbound I-680 flyover, and the temporary northbound I-680 roadway from the existing toll plaza are open to traffic. Foundation and superstructure construction continue on the Benicia shoreline for the elevated structures connecting the new bridge with northbound I-680 and westbound I-780.
 - On the I-680/Marina Vista interchange contract, the Mococo Overhead structure is complete. The temporary on-ramp from Marina Vista to northbound I-680 opened on May 24, 2005. Excavation of the remaining mainline roadway is complete and the lightweight concrete subbase is being placed.
 - On the toll plaza contract, all tollbooth housings have been set and electrical wiring is in progress. High mast lighting has been installed and installation of the canopy structural deck began on June 17, 2005.
 - On the Mitigation Site, mass excavation between the railroad and Industrial Way is complete. The contractor mobilized for the pipe jacking operations under the Union Pacific Railroad on June 27, 2005.
-
- On the 1927 Bridge demolition and 1958 Bridge approach deck rehabilitation contract, the contractor is preparing contract submittals and has mobilized on site. Stairwells, work platforms and temporary steel supports are being fabricated for the retrofit of the eastbound approach to the 1958 Bridge. Preparations are underway to switch traffic to the 1927 bridge. The traffic switch is scheduled for September 2005.
-
- On the trestle and fender rehabilitation contract, construction of the westbound and eastbound replacement trestles is complete and both trestles are fully operational. Physical construction will complete by end of July and project closeout is scheduled for August.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles have been opened to traffic and are fully operational.
-
- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) by FHWA was completed in July 2004.
 - The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E has been achieved. One hundred percent PS&E is forecast for September 2005.
 - Right-of-way (ROW) acquisition is in progress.
 - Construction is forecast to begin in the summer of 2006.
 - The status code for the project cost is "yellow," based on forecasted cost increases for right-of-way acquisitions, escalation and support. Bechtel will review the latest cost estimates at engineering design completion. The status code for the project schedule is "red," based on the currently forecasted 14-month delay to the completion date caused by the delay of the environmental approval. The project schedule will be revised after review of the completed PS&E package and right-of-way acquisition. The contract will be advertised with an A+B specification, which could reduce the construction duration.
-
- On the Bayfront Expressway widening contract, the widened expressway has been opened to traffic and is operational.
 - The follow-on contract for environmental mitigation at the Ravenswood Triangle area has been completed. The work involved wetland reconstruction and habitat restoration for the salt-water harvest mouse. Plant establishment continues through April 2007.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Expended To Date (7/98 - 4/05)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	1,059.9	1,193.3	764.0
Carquinez Bridge Replacement	433.2	528.2	528.2	
Richmond-San Rafael Bridge Rehabilitation				457.2
➤ West Trestle and Fender Rehabilitation	45.4	94.1	94.1	85.2
➤ Deck Rehabilitation	53.4	25.0	25.0	0.9
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	1,311.2
SUBTOTAL - NBG	1,123.9	1,713.1	1,846.5	
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
➤ Widening	203.6	217.5	211.5	208.4
➤ West Approach Replacement Planting	0.4	0.4	0.4	0.0
I-880/SR-92 Interchange Improvement	124.2	133.8	149.3	28.1
Dumbarton Bridge West Approach Projects				
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
➤ Bayfront Expressway (SR-84) Widening	33.8	36.0	36.0	32.8
SUBTOTAL - SBG	365.7	391.4	400.9	273.0
GRAND TOTAL	1,489.6	2,104.5	2,247.4	1,584.2

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Jan 2005)	New Facility Open to Traffic Forecast (June 2005)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 06	Jun 07
Carquinez Bridge Replacement	Jan 03	Nov 03	Nov 03
Richmond-San Rafael Bridge Rehabilitation			
➤ West Trestle and Fender Rehabilitation ¹	Dec 04	Feb 05	Jul 05
➤ Deck Rehabilitation ¹	Sep 06	Jul 07	Dec 08
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
➤ Widening	Dec 02	Nov 02	Nov 02
➤ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10
Dumbarton Bridge West Approach Projects			
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
➤ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Jul 03	Jul 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges



Benicia Toll Plaza – Toll Booths and Canopy Frame

Project Photos



Benicia New Bridge – Setting Precast Footing at Pier 15



Benicia New Bridge – Superstructure of Pier 5

Current Activities:

- On the new bridge contract, superstructure concrete is in place and post-tensioned from the south abutment to pier 4 and barrier rail construction is in progress. The approach slab to abutment 1 is complete and punchlist items in the electrical substation are complete. Superstructure segments are being cast at piers 5, 8, 9 and 13. Tubes are being installed in the segments for cooling by bay water and the nitrogen station is in operation for cooling the concrete in the delivery trucks. These procedures are maintaining the temperature within the specified limits. Sixty-one of 344 segments are complete (25 of 38 at pier 5, 9 of 40 at pier 8, 25 of 28 at pier 9 and 2 of 24 at pier 13). Nine tower cranes are installed. Pier table construction continues at piers 7 and 10. Column construction continues at piers 6, 11, 12 and 17. The pre-cast footing for pier 15 was set on June 6, 2005; the second stage footing is being cast-in-place. Pier 14 precast footing is scheduled to be set in early July 2005.
- On the I-680/I-780 interchange contract, falsework/formwork is being constructed between bents 17 and 20 on the Benicia shoreline. Column construction is complete for westbound bent 20 and is in progress for northbound bent 20. Superstructure construction continues towards bents 21, southward from abutment 23 for northbound I-680 and eastward from abutment 22 for westbound I-780. The superstructure for westbound I-780 between abutments 1 and 4 is complete and formwork/falsework is being constructed over the north and south lanes of I-680. Superstructure concrete placing is currently suspended pending resolution of temperature control.
- On the I-680/Marina Vista interchange contract, the Mococco Overhead is complete, including deck, barrier rail, and expansion joints. The temporary Marina Vista on-ramp to northbound I-680 opened on May 24, 2005. Signage for the New Toll Plaza has been erected. Excavation for the mainline roadway is complete and lightweight concrete subbase is being placed.
- On the toll plaza contract, electrical wire pulling is in progress at the tollbooths. Installation of the canopy structural deck started on June 17, 2005. Installation of the high mast lights is complete. Grading continues on the PK line east of the Operations Building.
- On the Mitigation Site project, the petroleum lines under the railroad crossing are installed and buried. Both the jacking and receiving pits are ready for the pipe jacking under the railroad. Mobilization for this operation occurred on June 27, 2005 and the operation is scheduled to complete by early July. Mass excavation is complete between the railroad and Industrial Way. Two "water mogs" are excavating C line south of the railroad tracks towards the bay.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 - 4/05)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	6.6	-0.4	6.6	
New Bridge	247.3	661.9	685.4	23.5	475.6	A
Toll Plaza and Administration Building	22.8	24.3	25.1	0.8	17.0	
I-680/Marina Vista Interchange	43.2	54.9	55.4	0.5	45.8	A
I-680/I-780 Interchange	80.8	70.7	70.8	0.2	50.5	A
Other Budgeted Capital	28.1	30.5	33.6	3.1	6.6	A
Capital Outlay Support	78.2	155.6	176.8	21.2	123.6	A
Capital ROW	21.1	20.4	20.4	0.0	11.9	
Non-BATA Funding	0.0	33.1	33.1	0.0	26.4	
Project (BATA) Contingency	58.4	1.5	86.1	84.6		A
Project Total (a)	586.0	1,059.9	1,193.3	133.4	764.0	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Jun 07	Sep 07	+3	
Toll Plaza and Administration Building	Feb 03	May 05	Mar 06	+10	
Toll Plaza Planting		Jul 05	Nov 05	+4	
I-680/Marina Vista Interchange	Dec 03	Nov 05	Dec 05	+1	
I-680/I-780 Interchange	Dec 03	Jun 05	Jan 06	+7	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Jul 08	July 08	0	

Project

New Facility Open to Traffic	Jan 04	Dec 06	Jun 07	+6
-------------------------------------	---------------	---------------	---------------	-----------

NOTES

A. As noted in prior reports, Caltrans has identified cost increases over the entire project related to a number of issues, including foundations, superstructure construction, interface issues with contiguous contracts, escalation for delays and time extensions, and Caltrans support costs. Bechtel is currently forecasting a potential \$133 million increase over the entire project.

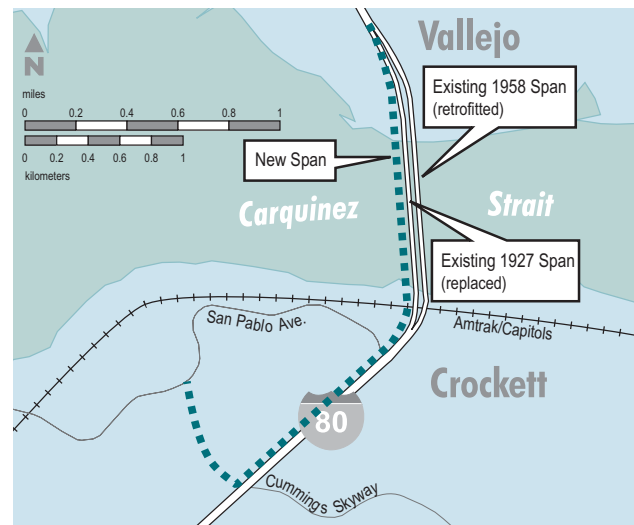
ACTION

BATA has allocated \$36.3 million from the existing project contingency to the New Bridge, I-680/I-780 Interchange, and the I-680/Marina Vista Interchange contracts to advance the project moving forward through the end of the year. BATA and Caltrans will continue to evaluate means to fund the remaining increases and advance the project.

CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge has been strengthened under Caltrans' seismic retrofit program; the 1927 bridge was identified as being seismically deficient and is being replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A bicycle/pedestrian lane on the new bridge



Project Photos



Carquinez Bridges



South Approach and Interchange

Current Activities:

- On the replacement bridge and north approach contract, the bridge opened to traffic on November 11, 2003. The pedestrian and bicycle path opened on May 15, 2004. Caltrans accepted the contract on October 15, 2004. Caltrans is in the process of evaluating final claims submitted by the contractor and the steel fabricator, and preparing the final pay estimate.
- On the south approach and interchange contract, the Crockett on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Rio Del Vista streets re-opened in early January 2004. The westbound off-ramp to Crockett opened on April 22, 2004. The eastbound off-ramp to Crockett opened on May 24, 2004. Physical contract work was completed on August 6, 2004. Caltrans accepted the contract on December 16, 2004 and submitted the final pay estimate to the contractor on February 15, 2005. Plant establishment for landscaping will occur in September 2006.
- On the 1927 Bridge demolition and 1958 Bridge approach deck rehabilitation contract, the contract was awarded on April 4, 2005 and approved on April 20, 2005. The pre-construction meeting was held on May 11, 2005. The contractor is providing contract-required submittals and mobilized on site during June. Steel members are being fabricated for the retrofit of the 1958 Bridge eastbound approach; the contractor is scheduled to install stringers and brackets in the abutments in July 2005. The 1927 bridge is being prepared for the temporary switch of eastbound traffic in September; the traffic switch is expected to last for 1 1/2 months.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 - 4/05)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	251.7	254.2	2.5	253.3	A
South Approach and Interchange	116.0	73.9	73.9	0.0	68.4	A
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.9	
1927 Bridge Demolition	16.0	49.7	37.6	-12.1	0.0	
Other Budgeted Capital	10.6	10.5	9.8	-0.6	6.6	
Capital Outlay Support	43.7	121.2	123.5	2.3	112.2	
Capital ROW	9.6	10.5	10.5	0.0	9.8	
Project (BATA) Contingency	16.5	2.7	10.6	7.9		A
Project Total (a)	433.2	528.2	528.2	0.0	457.2	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
Replacement Bridge and North Approach	Dec 03	Oct 04	Oct 04	0	Complete
South Approach and Interchange (Phase 1)	Feb 03	Nov 03	Nov 03	0	Complete
South Approach and Interchange (Phase 2)		Aug 04	Aug 04	0	Complete
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 07	Aug 07	+5	
Project					
New Facility Open to Traffic	Jan 03	Nov 03	Nov 03	0	

NOTES

ACTION

A. Caltrans is in the process of resolving outstanding construction claims submitted at contract completion. Use of project contingency may be required.

Caltrans is negotiating with the contractors.

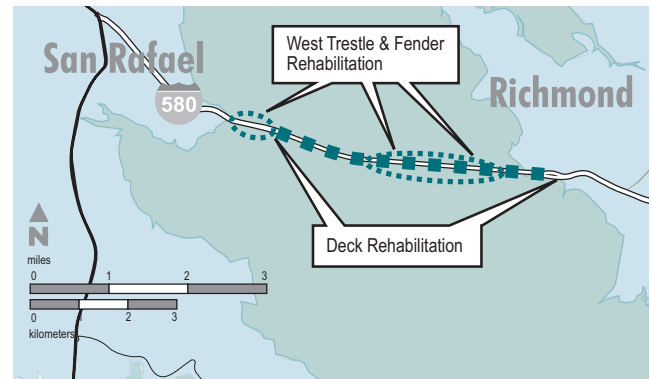
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work has been combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



RSR Trestle – Eastbound



RSR Trestle – Westbound

Current Activities:

- The west trestle replacement contract consisted of rebuilding the eastbound and westbound trestles near San Quentin. Construction work will complete in July on both trestles. Project closeout is scheduled for August.
- In July 2004, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing the work under a change order, the work was completed three years earlier than originally planned. All 696-deck joints are repaired and all 60-deck section repairs are complete.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 - 4/05)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	57.2	57.2	0.0	48.4	A
Capital Outlay Support	5.4	2.3	2.3	0.0	1.3	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	94.1	94.1	0.0	84.3	
Deck Rehabilitation						
Capital Outlay Construction	33.0	16.9	16.9	0.0	0.0	A
Capital Outlay Support	9.0	4.0	4.0	0.0	0.9	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	0.1	0.1	0.0		
Subtotal	53.4	25.0	25.0	0.0	0.9	
Project Total (a)	98.8	119.2	119.2	0.0	85.2	
(a) Totals may be rounded						

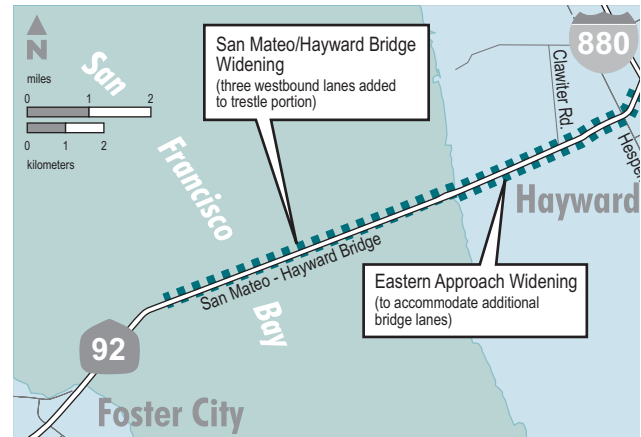
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Feb 05	Jul 05	+5	A
Deck Rehabilitation	Sep 06	Jul 07	Jan 07	-7	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Scope of work and funds for the RM-1 and Rehab Programs have been consolidated between the seismic retrofit/trestle/fender/interim deck repairs/deck joint work and the deck overlay rehabilitation project.	None.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Project Construction Progress and Photos



Trestle Looking East



Mini Toll Plaza

Current Activities:

- On the bridge-widening contract, the new westbound trestle opened to traffic on November 4, 2002. The reconstructed eastbound trestle opened to traffic on January 18, 2003. Caltrans accepted the contract on March 6, 2003.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 -4/05)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	138.1	139.0	0.9	139.0	A
Widen Roadway	29.2	26.1	25.5	-0.6	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.0	-0.3	6.0	
Other Budgeted Capital	8.9	8.6	5.5	-3.1	3.6	
Capital Outlay Support	15.5	34.4	34.7	0.3	34.9	
Capital ROW	1.5	1.5	0.5	-1.0	0.5	
Project (BATA) Contingency	19.3	2.5	0.3	-2.2		A
Subtotal	203.6	217.5	211.5	-6.0	208.4	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.4	0.4	0.4	0.0	0.0	
Project Total (a)	204.0	217.9	211.9	-6.0	208.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		Complete

NOTES

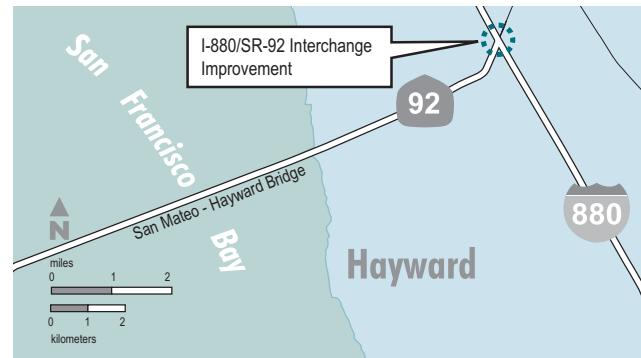
A. Final settlement of outstanding claims required utilization of project contingency.

ACTION

Caltrans has resolved outstanding claims with the contractor.

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) was prepared by FHWA and completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is forecast for September 2005.
- Right-of-way (ROW) acquisition is in progress.
- Construction is forecast to begin in the summer of 2006.
- Based on forecasted cost increases due to right-of-way acquisitions, escalation and support, the status code for the project cost is "yellow." Bechtel will review the cost latest estimates at engineering design completion. The status code for the project schedule is "red" due to the delayed environmental approval for the project. BATA staff is reviewing the project schedule to determine means to accelerate the project.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 - 4/05)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	85.2	84.7	-0.5	0.0	A
Capital Outlay Support	20.8	23.9	35.1	11.2	23.6	A
Capital ROW	8.0	9.9	9.8	-0.1	3.9	
Non-BATA Funding	0.0	9.6	9.6	0.0		
Project (BATA) Contingency	25.1	5.3	10.1	4.8		A
Project Total (a)	124.2	133.9	149.3	15.4	28.1	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10	+14	A
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Aug 10	+14	A

NOTES	ACTION
A. Later than anticipated approval of the final environmental clearance documents has delayed project delivery by 14 months. The delay has also increased the project cost due to lengthened support involvement and escalation. The forecasted schedule has an aggressive right-of-way schedule of 18 months to clear numerous parcels in the project area. The project schedule will be revised after review of the completed PS&E package and right-of-way acquisition.	Bechtel has prepared a check estimate based on a Caltrans 65% engineering design and will be reviewing the estimate and the project schedule to investigate options to expedite completion. The contract will be advertised with an A+B specification, which could reduce the construction duration.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



Project Photos



Willow Avenue at Bayfront



Bayfront at University Avenue

Current Activities:

- The widened Bayfront Expressway (SR-84) officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- The follow-on environmental mitigation contract at the Ravenswood Triangle area is complete. The work involved wetland reconstruction and habitat restoration for the salt-water harvest mouse. Plant establishment will continue through April 2007.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2005)	Current Forecast (June 2005)	Variance	Expended to Date (7/98 - 4/05)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.5	26.5	0.0	24.8	
Capital Outlay Support	4.4	8.6	8.1	-0.4	7.9	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project Contingency (BATA)	3.3	0.8	1.2	0.4		
Subtotal	33.8	36.0	36.0	0.0	32.8	
Project Total (a)	37.6	39.8	39.8	0.0	36.5	
(a) Totals may be rounded						

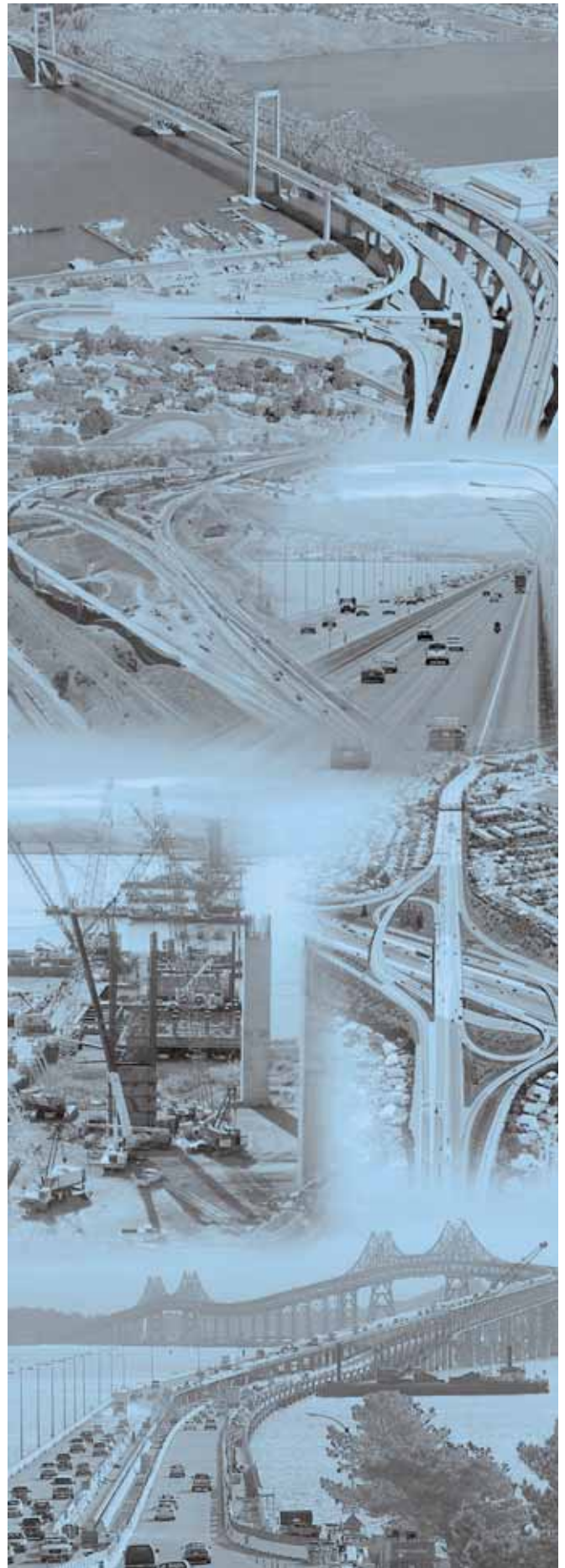
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2005)	Forecast (June 2005)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Jan 04	Jan 04	0	Complete
Project					
New Facility Open to Traffic	Mar 03	Jul 03	Jul 03	0	Complete
NOTES			ACTION		

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez Bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.
06/2003	Current Budget for the Bayfront Widening project revised by BATA.
05/2004	Current Budget for the Benicia-Martinez Bridge project revised by BATA.
07/2004	Current Budget for for Richmond-San Rafael Bridge project revised by BATA to reflect transfer of scope and funds from Rehab Program.
12/2004	Current Budget for demolition of the 1927 Carquinez Bridge revised by BATA.
04/2005	Current budget for the Benicia-Martinez bridge project revised by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JUNE 2005
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule (Days)
New Bridge 04-006034	140.0	Cement Testing	C	25.0	
Subtotal				25.0	
Toll Plaza 04-006044		No Approved Change Orders for June 2005			
Subtotal					
MV/680 Interchange 04-006054	46.1	Insulfoam EPS Blocks	C	60.0	
Subtotal				60.0	
680/780 Interchange 04-006064	72.0	Additional Traffic Openings BR214G	C	34.3	
	73.0	Revised Wind Loadings for Rebar Cages	C	0.0	
	77.0	Cable Tray	C	30.6	
	88.0	Additional Drainage Inlets	C	25.0	
	90.0	Bridge 215 Column Drain Pipe	C	64.0	
	95.0	Blockout Bridge 215 Interior Girder	C	5.3	
	103.0	Substation Waterproofing	C	8.4	
	105.0	Buried Man Made Objects	C	50.0	
Subtotal				217.6	
Mitigation Site 04-006084		No Approved Change Orders for June 2005			
Subtotal					
South Approach 04-006094		Contract is complete			
Totals for June 2005				302.6	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

S = Supplemental work

C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JUNE 2005
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014		Contract is complete. Resolution of contractor claims is in progress.			
Subtotal					
Crockett Interchange 04-013054		Contract is complete. Project closeout is in progress.			
Subtotal					
Maintenance Facility 04-013084		Contract is complete			
Subtotal					
Demolition 1927 Bridge 04-013094		No Approved Change Orders for June 2005.			
Subtotal					
Totals for June 2005					

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)							
	EA Number	Baseline Budget Jun-00	Current Budget June-05	Current Forecast June-05	Net Change	Expended ¹ to Date (7/98 – 4/05)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	3.6	3.7	0.0	3.7	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.3	
Capital Outlay	006094	6.0	7.0	6.6	-0.4	6.6	
Total South Approach		16.5	18.4	18.0	-0.4	17.5	
New Bridge							
Capital Outlay Support	00603x	31.9	84.9	98.0	13.1	60.6	
Capital Right of Way	006039	4.1	8.4	8.5	0.0	1.0	
Capital Outlay	006034	247.3	661.9	685.4	23.5	475.6	
Non-BATA Funding		0.0	10.1	10.1	0.0	10.1	
Total New Bridge		283.3	765.4	802.0	36.6	532.2	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	11.9	14.3	2.4	12.6	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	24.3	25.1	0.8	17.0	
Total Toll Plaza & Admin.		29.1	36.2	39.4	3.2	29.3	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	18.2	20.6	2.4	18.1	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	2.0	
Capital Outlay	006054	43.2	54.9	55.4	0.5	45.8	
Total I-680/MV I/C		61.4	75.1	78.0	2.9	65.2	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	24.8	28.2	3.3	24.1	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.6	
Capital Outlay	006064	80.8	70.7	70.8	0.2	50.5	
Non-BATA Funding		0.0	23.0	23.0	0.0	16.3	
Total I-680/I-780 I/C		101.2	120.2	123.7	3.5	91.2	

¹ Unaudited

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget June-05	Current Forecast June-05	Net Change	Expended to Date (7/98 – 4/05)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	12.1	12.0	-0.1	4.5	
Capital Right of Way		0.9	0.5	0.5	0.0	0.1	
Capital Outlay		28.1	30.5	33.6	3.1	6.6	
Total Other Budgeted Capital		36.1	43.1	46.1	3.0	10.7	
Total Capital Outlay Support		78.2	155.6	176.8	21.2	123.6	
Total Capital Right of Way		21.1	20.4	20.4	0.0	11.9	
Total Capital Outlay		428.2	849.3	876.9	27.6	602.1	
Non-BATA Funding		0.0	33.1	33.1	0.0	26.4	
Project Contingency (BATA)		58.4	1.5	86.1	84.6		
Total New Benicia-Martinez Bridge		586.0	1,059.9	1,193.3	133.4	764.0	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge and North Approach							(b)
Capital Outlay Support	01301x	17.7	66.8	68.7	1.8	67.8	
Capital Right of Way	013019	3.0	3.4	3.4	0.0	3.3	
Capital Outlay	013014	213.7	251.7	254.2	2.5	253.3	
Total Replacement Bridge and North Approach		234.4	321.9	326.3	4.3	324.3	
South Approach and Interchange							(c)
Capital Outlay Support	01305x	22.7	31.5	32.2	0.7	32.0	
Capital Right of Way	013059	5.0	5.1	5.1	0.0	4.9	
Capital Outlay	013054	116.0	73.9	73.9	0.0	68.4	
Total South Approach & I/C		143.7	110.4	111.1	0.7	105.2	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.5	4.5	0.0	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.5	
Capital Outlay		7.0	8.1	8.1	0.0	7.9	
Total Maintenance Facility Ph I & II		9.3	14.2	14.2	0.0	13.9	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	16.0	16.0	0.0	5.6	
Capital Right of Way	013099	0.0	0.3	0.3	0.0	0.0	
Capital Outlay	013094	16.0	49.7	37.6	-12.1	0.0	
Total Demo – 1927 Bridge		18.0	66.1	54.0	-12.1	5.5	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060E*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget June-05	Current Forecast June-05	Net Change	Expended to Date (7/98 – 4/05)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	2.4	2.2	-0.2	1.4	
Capital Right of Way		0.0	0.1	0.1	0.0	0.0	
Capital Outlay		10.6	10.5	9.8	-0.6	6.6	
Total Other Budgeted Capital		11.2	12.9	12.0	-0.8	7.8	
Total Capital Outlay Support		43.7	121.2	123.5	2.3	111.2	
Total Capital Right of Way		9.6	10.5	10.5	0.0	9.8	
Total Capital Outlay		363.3	393.8	383.6	-10.2	336.2	
Project (BATA) Contingency		16.5	2.7	10.6	7.9		
Total Carquinez Bridge		433.2	528.2	528.2	0.0	457.2	
Project 4003 – Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
							(f)
Capital Outlay Support	0438Ux	5.4	2.3	2.3	0.0	1.3	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	57.2	57.2	0.0	48.4	
Non-BATA Funding		0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – West Trestle and Fender Rehabilitation		45.4	94.1	94.1	0.0	84.3	
Project 4002 – Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	4.0	4.0	0.0	0.9	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	16.9	16.9	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	0.1	0.1	0.0		
Total R-SR Bridge – Deck Rehab		53.4	25.0	25.0	0.0	0.9	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	3.9	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	3.9	
Total Northern Bridge Group		1,123.9	1,713.1	1,846.5	133.4	1,311.2	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget June-05	Current Forecast June-05	Net Change	Expended to Date (7/98 – 4/05)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	21.3	21.6	0.3	21.6	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	138.1	139.0	0.9	139.0	
Total Widen Trestle		132.7	159.4	160.6	1.2	160.3	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	25.5	-0.6	25.4	
Total Widen Roadway		34.5	32.0	31.4	-0.6	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	2.4	2.4	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.0	-0.3	6.0	
Total Mini Toll Plaza		6.1	8.6	8.4	-0.3	8.4	
Other Budgeted Capital							
Capital Outlay Support		1.6	4.7	4.7	0.0	4.0	(i)
Capital Right of Way		0.5	1.5	0.5	-1.0	0.5	
Capital Outlay		8.9	8.6	5.5	-3.1	3.6	
Total Other Budgeted Capital		11.0	14.8	10.7	-4.1	8.3	
Total Capital Outlay Support		15.5	34.4	34.7	0.3	34.0	
Total Capital Right of Way		1.5	1.5	0.5	-1.0	0.5	
Total Capital Outlay		167.3	179.1	176.0	-3.1	173.9	
Project (BATA) Contingency		19.3	2.5	0.3	-2.2		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	211.5	-6.0	208.4	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge West Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget June-05	Current Forecast June-05	Net Change	Expended to Date (7/98 – 4/05)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	23.9	35.1	11.2	23.6	
Capital Right of Way	233179	8.0	9.9	9.8	0.0	4.5	
Capital Outlay	233174	70.3	85.2	84.7	-0.5	0.0	
Non-BATA Funding		0.0	9.6	9.6	0.0		
Project (BATA) Contingency		25.1	5.3	10.1	4.8		
Total I-880/SR-92 I/C Improvement		124.2	133.8	149.3	15.5	28.1	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Avenue		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	8.6	8.1	-0.4	7.9	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.5	26.5	0.0	24.8	
Project (BATA) Contingency		3.3	0.8	1.2	-0.4		
Total Bayfront Expressway (SR-84)		33.8	36.0	36.0	0.0	32.8	
Total Southern Bridge Group		365.7	391.4	400.9	9.5	273.0	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.

BAY AREA TOLL AUTHORITY



Benicia New Bridge – Pier 6 North



Benicia New Bridge – Pier 13 South



Benicia New Bridge – Pier 5



Benicia New Bridge – Pier 11 Crane Erection



Benicia New Bridge – Pier 16 and Superstructure Falsework



Benicia New Bridge – Pier 17



Benicia New Bridge – Nitrogen Plant



Benicia New Bridge – Hinge Mockup

BAY AREA TOLL AUTHORITY



I680/I780 – Bents 18 and 19



I680/I780 – I680 Falsework over Bayshore



I680/I780 – I680 Bent 20



I680/I780 – I780 Falsework/Formwork



I680/I780 – I780 Superstructure Construction



Benicia Marina Vista – Retaining Wall



Benicia Marina Vista – Mainline Lightweight Concrete Subbase



Benicia Marina Vista – Mainline Lightweight Concrete Subbase



Benicia Toll Plaza – Operations Building



Benicia Toll Plaza – Canopy Deck Installation



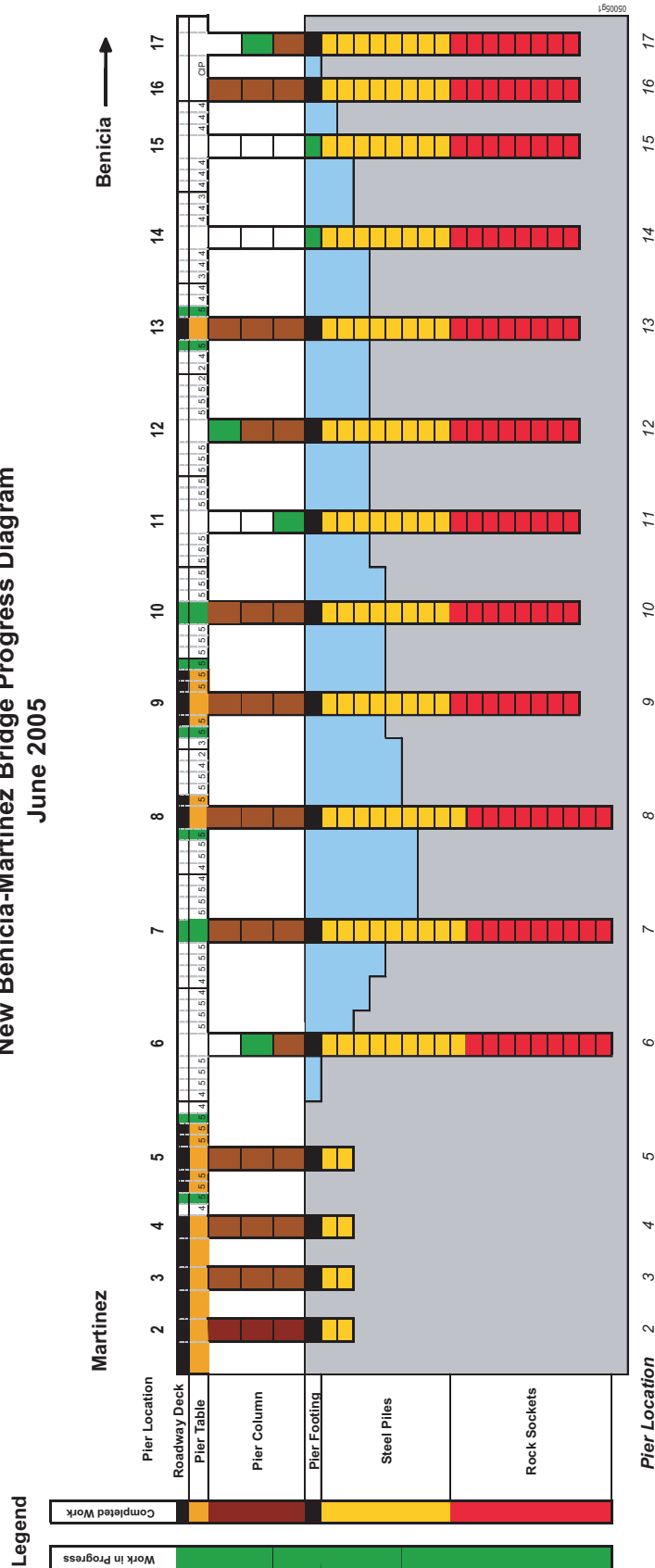
Benicia Mitigation Site – Water Mogs



Benicia Mitigation Site – Water Mogs

Appendix E – Construction Progress

New Benicia-Martinez Bridge Progress Diagram
June 2005



- Notes:**
1. Abutment 1 and Piers 2 through 5 are on land and have 66 piles. All piles, footings, columns and pier tables are complete. The superstructure is complete from Abutment 1 to Pier 4.
 2. Piers 6 through 17 are located in the strait and have 8 or 9 piles and rock sockets each - a total of 99. All 99 piles and rock sockets have been installed.
 3. Piers 6 through 17 have two-part footings.
 4. Piers 6, 16 and 17 have a cast-on-location lower section and a cast-in-place (CIP) upper section which is lowered onto the piles. All three footings are complete.
 5. Piers 7 through 15 have a precast lower section that is set on the piles and a cast-in-place (CIP) upper section. Seven footings are complete (Piers 7 through 13), one CIP footing is under construction (Pier 15) and one precast footing is complete at Mare Island (Pier 14).
 6. Six pier columns are complete (Piers 7, 8, 9, 10, 13 and 16) and four are under construction (Piers 6, 11, 12 and 17).
 7. Four pier tables are complete (Piers 5, 8, 9 and 13) and two are under construction (Piers 7 and 10).
 8. Piers 4 through 16 have 344 cast-in-place cantilevered superstructure segments. Sixty-one segments have been cast to-date (25 at Pier 5, 9 at Pier 8, 25 at Pier 9 and 2 at Pier 13).
 9. The superstructure south of Pier 4 and north of Pier 16 is cast-in-place on falsework. The superstructure south of Pier 4 is complete. Falsework is being erected north of Pier 17.

Construction Illustrations

